INANCIAL-Hambletonian.

C. F. LOANS-Money on mortgages. SAYLES, 75 East Market street. FINANCIAL-Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building. LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market

street. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

FOR SALE.

FOR SALE-Hambletonian. FOR SALE-Sleighs, wholesale and retail. COMSTOCK & COONSE COMPANY, 199 bouth Meridian street.

FOR SALE-Wanted, you to see A. H. STURTEVANT & CO.'S line of sleighs, 68 South Pennsylvania street.

WANTED AGENTS-Hambietonian.

WANTED-MISCELLANEOUS. WANTED-Safe. Fireproof; second-hand. Address, with price and description, R. B. EDMUNDS, Seymour, Ind. WANTED-An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,800 prize offered to

WANTED-Young men as news agents on L. E. & W. railway; security required. Address CENTRAL NEWS COMPANY,

BUILDING AND LOAN. FOR RENT-No. 30 West Circle street; en-

tire ground floor, containing two large fire-proof vaults. Call on or address WM. H. MORRISON, Iron Hall Building. BUILDING AND LOAN-The very lowest rates on loans can be obtained at the Building and Loan Office, 89 East Mar-ket street. HOWARD KIMBALL, Sec-

PALMIST.

PALMIST-Paul Alexander Johnstone, palmist. Office, Rooms 3 and 4, Piel Block, 291/2 West Ohio street, near Illinois. Fee,

e cents. The story of your life as revealed by your palms. ANNOUNCEMENTS. ~~~~

UNIVERSITY, Chicago MISCELLANEOUS.

MISCELLANEOUS-Hambletonian. NOTICE.

OFFICES OF CITIZENS' STREET-RAIL-ROAD COMPANY.

Holders of coupons on bonds secured by the mortgage of the Citizens' Street-railroad Company, of Indianapolis, Ind., to the Solicitors' Loan and Trust Company, of Philadelphia, Pa., trustee, dated May 1, 1893, are requested to hereafter present them for payment to the Indiana National Bank, AUGUSTUS LYNCH MASON, President. W. F. MILHOLLAND, Secretary.

LOCAL GOLD RESERVE

SAID TO BE \$5,000,000 OF THE COIN IN INDIANAPOLIS.

One Bank in Indianapolis May Equal the Entire Offer of Cleveland, O., Banks.

Indianapolis bankers have not decided to help Mr. Carlisle make the popular loan of \$100,000,000. In truth, the local capitalists are slow to say what they will do, for they are anxious to first learn something further regarding the terms of the loan. There is considerable gold in this city, much more than is generally supposed. Those people with whom circumstances have been so kind as to compel them to do some banking business have probably noticed that the banks are not paying out gold. Banking houses will not give out the amount of their gold here at \$5,000,000. A large trust company is said to have a million and a half stored away, while a leading bank is reported as having something like a million. Another bank is said to have a half million, while banks are reported to have in reserve a quantity of the yellow metal. A number of private parties have gold in store. A telegram from Cleveland announces that the bankers of that city have agreed to take is regarded as very small for a city National, said yesterday that, should his bank decide to take any of the bonds, at least an amount equal to the

Cleveland offer will be purchased. The bankers say very little gold here is in the hands of the people, so the loan cannot be strictly a popular one. One banker said yesterday that if any bonds are purchased here it will be by the banks or trust companies. 'Awaiting particulars concerning the loan the bankers are doing little talking. They do not like the words, "to be paid in contained in the bonds, preferring that it be specified that the bonds be paid in the same money which is asked for them. It is understood also that bids must be offered on the bonds, so a person or corporation offering to take them may have to wait a month before knowing if his proposition is accepted. They see in the proposition a very poor show for the people to buy small amounts or invest a little of their

Mr. Malott said yesterday that the term popular loan was a misnomer. He said he ould like to see in this country a popular loan as it is made in France, where the price of the bonds is fixed, and everybody can purchase, the amount not to be less than \$20. Mr. Malott recalled an incident he observed one day in Paris, where long lines of men and women stood in front of the banks. He thought there was probably a run being made, and he made inquiries. The information was given him that a municipal loan was being made, and the people were being offered the first opportunity to take advantage of it. In these lines before the banks, Mr. Malott said, there were rich and poor, and the bonds which they bought gave them an interest in the government.

The bankers here do not anticipate that it will be possible to sell the full \$100,000,000 of bonds in this country. The government may be able to get from \$25,000,000, to \$50,000,000, but that will not bring the popular relief. Under the existing circumstances it will be impossible to have a popular loan in the true sense of the term. It is expected that much of the gold will be obtained by selling the bonds abroad, probably in Germany, where they will be held

as investments. BURGLARS FRIGHTENED AWAY.

Opened a Window, but a Woman's

Scream Caused Them to Leave.

It was reported in the neighborhood of Ruckle street yesterday that burglars had forced their way into the home of L. P. Marks, No. 2 Ruckle street, Tuesday night. and had choked Mrs. Marks until she became unconscious, and that her daughter was suffering from hysteria on account of the shock. Tuesday night Mrs. Marks, whose husband is a traveling man and was away from home, was sitting at her home reading, when she heard a noise that indicated that a window had been forced. She screamed, and a young man who lives next door ran out with a double-barreled shotgun in time to see two men running from the place. He fired both barrels of the gun at the fleeing men, but the shots failed to stop them. An examination showed that a window had been broken open by the use of a chisel or other small instrument. The burglars did not enter the house and Mrs. Marks was not hurt.

The flags of the United States, Great Britain and Venezuela, done in fine colors, in the Art Supplement of the New York Herald, issue of Dec. 29, 1895, with a half-tone picture of American and British war ships, for 5 cents per copy. Send the money to Sozodont, Postoffice Box 247, New York,

END OF A SQUABBLE

RECEIVERSHIP WORRIES OF THE NORTHERN PACIFIC NEARLY OVER.

Supreme Court Justices to Take Control of the Matter-Central Traffic Association to Be Abolished.

A dispatch from Milwaukee, dated yesterday, says: The end of the Northern Pacific squabble is fast approaching, and in a few days all the trouble and disagreement between the factions will be a matter of the past. It is asserted on authority that cannot be doubted and on which the utmost confidence can be placed, that an agreement or settlement has been reached which is satisfactory to all. More than this, a settlement that will put an end to earked \$1,155,379, a decrease as compared the petty squabbles and jealousies which with December, 1894, of \$39,193.96. the petty squabbles and jealousies which thus far have been one of the characteristics of the receivership and which primarily gave rise to the almost unheard-of complications. The road will continue in the receivership. The question of the jurisliction is settled so far as the Northern Pacific is concerned and the dignities of all he courts will be fully upheld. What the basis of the settlement is cannot be learned at present, but that it is extraordinary is certain, presenting precedents entirely new and quite outside the usual practice in receiverships, for one of the "minor" details is said to be the placing of the receivership in charge of the United States Supreme Court, under the control and direction of the five justices who preside over the jurisdictions through which the line extends. These justices are: Chief Justice Melville W. Fuller, Justice John M. Harlan, Seventh district; Justice David J. Brewer, Eighth district; Justice Stephen J. Field, Ninth district; Rufus W. Peckham, Second district. The agreement was reached some time ago, and the details perfected at a meeting held in New York city last week. It will call for the resignations of the present receivers all along the line. It is said that the new receivers have been selected, or, rather, the parties the factions would like to have appointed have been

St. Louis Railway Scheme.

with its terminus in St. Louis, owned by St. Louis people, is the solution of the problem of the bridge arbitrary. Traffic Com- & St. Louis company, payable Jan. 27. missioner Leeds has so notified the Busi-ANNOUNCEMENT-How to become lawful ness Men's League, and said that by the inphysicians. Course by mail. ILL HEALTH | troduction of competition alone can St. Louis control the railroads. Until such competition is introduced, he says, there can be no relief from the odious bridge arbitrary. In building the road there are two projects in view. It is to run through the coal fields of southern Illinois from its western terminus in this city. This will enable its owners to absorb the bridge tolls on coal and deliver the coal directly to the consumers in St. Louis. Coal is the commodity upon which the arbitrary tells the east of St. Louis. where it will connect with the Louisville & Nashville to this junction point, and thence over the new road to St. Louis, not to East St. Louis. St. Louis will become the basing point for rates by this line. The arbitrary will be absorbed, and then will come one of the greatest breakups in existing basing onditions ever made in the United States. It will be far-reaching in effect. The east oank of the Mississippi river, from Duouque to New Orleans, is used as the basing point for all goods going west of the river. If only one road transfers the basing point to the west bank, all must follow. From one of the officials of the league it was learned that preliminaries looking to the construction of the proposed road to a junction with the L. & N. have been figured out and that an application for a charter will be made soon.

Worried Over Party Rates.

The lines of the Western Passenger Assoclation were discussing party rates between Chicago and St. Paul and Minneapolis for the greater portion of yesterday at their meeting in Chicago, but they did nothing in regard to them. The roads are in a dilemma over this traffic. They have decided that the rates should be abolished, but they find themselves unable to carry out their own resolution in regard to them. Even if they do away with party rates in general they will make some provision for theatrical companies and how to do this without leaving open a gate through which general party rates will be allowed is a hard problem for the roads to solve. It was decided that a rate of 1 cent per mile should be allowed for the G. A. R. encampment at St. Paul. Not all of the roads have agreed to this proposition as yet, but there is no doubt that they will do so. The rates for the meeting of the Knights of Pythias, at Minneapolis, was not taken up to-day. The committees of Western freight men have agreed upon the larger portion of the questions submitted to them, but the matter of rates from Des Moines, Ia., eastward is a matter of controversy. The thing was left with Vice President Truesdale, of the Rock Island, for settlement.

The Car-Service Association. The Indiana Car-service Association held its sixth annual meeting yesterday at the general manager's office. General Manager Bacon's annual report showed that the business of 1895 was conducted with less friction between shippers and the roads than in any year in the history of the organization. and the financial results were the most satisfactory, 981/2 per cent. of the demurrage charges being collected. There are now eighteen roads in the association, and twelve of the number were represented vesterday at the meeting, D. H. Bacon was general manager for the sixth time, and the following roads constitute the executive committee. The Cincinnati, Hamilton & Dayton, the Louisville, New Albany & Chicago, the Lake Erie & Western, the Big Four and the Pennsylva: nia lines. The L., N. A. & C. takes the place of the Vandalia in the executive committee. The higher officials of the roads named dictate the policy of the association and are authorized to adjust any questions which arise which the general manager may see fit to refer to them.

To Pass Out of Existence.

The managing officers of the roads in the Central Traffic Association met in Chicago yesterday to consider what the future of the association should be. It was decided that the association, as an association, should pass out of existence. The freight department will run as it is until April 1 when it will be called the Central Traffic freight committee. The passenger department will continue in its present form until the 1st of February, when it will give place to the Central Traffic passenger committee. Both committees will observe the general rules of the Joint Traffic Association, but they will be independent of that body and of each other. They are to have jurisliction over local traffic only and will have nothing whatever to do with through business. The formal resignation of Chairman George Blanchard, dating back to Jan. 1, was read and accepted.

Dissenting Bondholders.

A number of mortgage bondholders and stockholders of the Philadelphia & Reading Railroad Company yesterday obtained leave from the United States Circuit Court, at Philadelphia, to file petitions asking to intervene in the Platt suit. In the petitions objection is made to the Earle-Olcott committee's plan of reorganization, and another plan is suggested. The applications are of special interest at this time, because, under the Earle-Olcott plan, holders of securities are to assent to its provisions by next Friday or to be disallowed participation in it. The petitioners are Joseph E. Smaltz, William M. Carter and Francis F. Milne, on behalf of themselves and other holders of bonds aggregating \$255,000 and

3,230 shares of stock. Traffic Association Managers.

the Joint Traffic Association, in New York, yesterday, H. C. Blye, the general agent of the Trunk Line Association, was elected to the same position in the new association. The export committee of the Trunk Line Association and Arthur Mills, the chairman heard as to the bearings of the new contract on import traffic and rates. The finance committee reported, and the managers adopted rules for the payment of expenses and the requisite approval and au-

The Wabash a Good Training School. A Wabash passenger man claims that that road, as well as the Pennsylvania, has educated many railroad efficials who have reached high positions. At the recent banquet tendered the retiring general manager, who left the Wabash to take the same position on the Grand Trunk, President Ashley read a list of seventy who had resigned positions on the Wabash to accept higher places or an advance in salary on other roads. Among the foremost railroad any east and west line. In officials who have had the advantage of a it has led all competition.

training on the Wabash President Van Horne, of the Canadian Pacific, who was ormerly superintendent of the Western division. George W. Stevens, now general manager of the Chesapeake & Ohlo, was at one time general superintendent of the Wabash. K. H. Wade, at one time general superintendent of the Wabash, is now general manager of the Southern California, and Traffic Manager Bird, now of the Chicago, Milwaukee & St. Paul, was formerly general freight agent of the Wabash.

Personal, Local and General Notes. Portland, Ind., has voted an appropria-tion of \$43,000 in aid of the projected Indiana

Central road. The Peoria & Eastern earned in December \$147,114.25, an increase over December,

Earnings of the Atchison system for the month of December were \$3,433,654, an increase of \$126,209.

The Lake Erie & Western earned in December \$312,044, against \$313,689 in 1894, and against \$267,240 in 1893. Harry W. Frost, secretary of the Railway Age, is spending a couple of days in the city visiting railway offices. e Big Four lines proper in December

The Louisville & Nashville report for six pioiths, ending Dec. 31, shows a surplus \$1,006,476, against \$400,434 last year. It is stated that freight rates are now athtained in all directions out of Kansas City for the first time in seven years. The Louisville, New Albany & Chicago ed in December \$248,269, against \$241,954 in secember, 1894, and against \$228,843 in De-

6.1 Saturday the Indianapolis Association of Superintendents will hold its annual meeting and will elect officers for the coming year. It is understood that as early as possible It was expected that the hottest contest

the Bennsylvania Company will extend the Pennsylvania Voluntary Relief Association over The Vandalla lines. W. W. Peabody, vice president and general manager of the Baltimore & Ohio

en route home from Chicago. The Central Ohio railroad has declared both the common and preferred stocks as reorganized, payable Jan. 31. The Cincinnati, Hamilton & Dayton has just received three more new engines from

received in the last thirty days.

Hiram Cable, son of R. R. Cable, president of the Chicago & Rock Island, has been elected vice president of the Rock Island & Peoria, vice H. Kimball, resigned. The St. Louis Republic says: A railroad The Pennsylvania railroad has declared dividend of 2 per cent. on the preferred stock of the Pittsburg, Cincinnati, Chicago M. W. Mansfield, superintendent of the Indianapolis & Vincennes, and P. A. Bone- dates, although the race was merely one night for Pittsburg.

> Judge Lacomb, of New York, has granted a motion to dismiss the suit brought by the Prescott & Arizona Central railroad against the Atchison, Topeka & Santa Fe railroad for \$8,250,000 damages. The interlocking switch and signal plant at Anderson was put in operation on Mon-

day. The plant cost \$8,000, and protects trains of the Big Four, the Panhandle and ing W. W. Hamilton, of Greensburg, presithe Chicago & Southeastern. Reduced special train rates to the Pacific coast for the Damrosch opera troupe, on the basis of \$1.50 per train mile for the round trip, have falled of confirmation by the Western Passenger Association.

The Cleveland, Lorain & Wheeling has just | completed a new track connection at Medina with the Northern Ohio, a Lake Erie & Western interest, and has arranged friendly traffic relations with the L. E. & W. Judge Bacon, general agent of the passenger department of the Chicago & Rock Island, and George T. Gunnip, general agent of the passenger department of the Santa Fe, are in the city, looking after Pacific

The manager of one of the largest carbuilding plants in the country said last week that within ninety days car builders have more work offered than they would be able to take care of within the time which the deliveries would be de-

The Santa Fe's California flyer on Monday ran from Kansas City to Hutchinson, 234 miles, at an average speed of 52.3 miles per hour. At Kansas City the train was turned over from the east late. This train hauls six cars, including two Pullman sleep-Every locomotive on the Erie system is to be put through the shops, placed in

the best possible condition and renumbered.

On the tank each side will appear in bold letters, "The Erie Railway Company." The order covers western as well as eastern divisions of the system. B. P. Humphrey, who represents the pas-senger department of the Lake Shore at Kansas City, has been ill for some time, and his death is expected at any

On Saturday last he underwent an operation and has not rallied from the shock, and his surgeons hold out no hope for his recovery It is stated on Buffalo authority that in the near future the fast freight service on the Vanderbilt lines will all be done by the Merchants' Dispatch, virtually the White line and the Red and Blue lines, cars of all

when practicable. An impression prevails that parties who are the owners of the Cincinnati, Hamilton & Dayton also own the Cleveland, Lorain & Wheeling. Such is not the case. Three H. & D. stockholders happen to have oldings of the C., L. & W. stock, and from this fact arises the impression that the roads are owned by the same parties. The friendly traffic alliance which has been formed between the Cincinnati, Jackson & Mackinaw and the Baltimore & Ohio Southwestern, connection being made at Cin-

cinnati, promises to result in the develop-

ment of quite a freight traffic between the

two interests and some passenger business, but in the former the best results are looked Charges of rate cutting have been brought before the Transcontinental Passenger Assoclation against the Southern Pacific. It is bany, N. Y., is selling tickets from there to Los Angeles, at a reduction from the authorized rate of \$8.85. The cut, it is said, is made by making record elements address and make recommendations reported that it favored the humanity but the distance of the first said. is made by making second-class tickets good in first-class sleepers west of New Orleans. The Rio Grande Western has definitely leclined to join the Southwestern Passenger Association, and the Eastern lines that have participated with the Rio Grande Western in paying commissions to brokers on tickets between Salt Lake and Denver,

have given notice to the Western that they will not continue to be parties to that ar-D. S. Hill, general superintendent for some rears of the Lake Erie & Western, says a veteran railroad man, is a very competent man for the position, being so quiet and cool in handling the transportation department of the road. Its exemption from accidents and the regularity with which its trains are run is largely due to his strict attention to business and his care in the selection of good men to look after trans-

portation matters. A freight official says that the business of the railways of this country has increased more from the general use of iron and steel for buildings, bridges, etc., instead of wood, than from grain or any other class of freights. Full carload lots are now shipped to Eastern and Western points, where practically nothing was doing in that class of freights ten years ago. Besides, in railway supplies in the East and West hundreds of carloads of angle iron and beams are now being used in the principal cities in the erec-

tion of buildings. An impression prevails that the Cincinnati, Hamilton & Dayton is in some manner connected with the projected Columbus & Southwestern, which, if built, would, in connection with the C., H. & D., form a short line between Cleveland and Indianapolis, and, still better, between Cleveland and Kansas City, using the Indiana, Decatur & Western as a link. The C., H. & D. officials deny that the company is interested in the enterprise, but it is well understood that the Cincinnati, Hamilton & Dayton will presently extend the I., D. & W. end beyond

Aldace F. Walker, chairman of the executive committee of the Atchison, speaking of the proposed reorganization of the St. Louis & San Francisco railroad, says: "No change has occurred in the situation as af-At a meeting of the board of managers of | feeting the St. Louis & San Francisco rail-The receivers are still in possession and everything remains in statu quo. It is expected that a decree of foreclosure of the consolidated mortgage will be entered in a few days, and that some provision for the future management of the property will be made before the sale, which will not take of the Boston freight committee, were place for three or four months. Nothing has yet been done, and nothing more can be

> J. L. Orbison, superintendent of the parlor and dining car service on the Cincinnati. Hamilton & Dayton lines, was in the city yesterday looking after the matter of extending the service over the Indiana. Decatur & Western and the Toledo, St. Louis & Kansas City. The dining-car line between Cincinnati and Chicago over the Cincinnati, Hamilton & Dayton and the Monon in 1895 was self-supporting. These cars are run on the European plan, and the patrons of these roads seem pleased with the arrangement. It is stated that the Kanawha Despatch, which operates over the Big Four and the Chesapeake & Ohio, and sends its export business via Newport News, shows the best earning results in 1895 of any east and west line. In export business !

feliat .

THE NEW STATE BOARD

W. W. HAMILTON BECOMES PRESI-DENT. TO SUCCEED JAS. M. SANKEY.

W. B. Holtes. Defeated by Hiram Howland-The Expected Contests Did Not Materialize.

The delegate Board of Agriculture concluded its meeting yesterday afternoon by the election of eight new members for the State board, and then adjourned, after which the old board met and allowed a few bills and wound up its affairs. The new board then met and organized. The delegate board elected the following members: First District - Samuel Hargrave, of

Princetor Second District—Mason J. Niblack.
Third District—W. W. Stevens, re-elected.
Fourth District—J. W. LaGrange, reelected. Seventh District-Hiram Howland, succeeds W. B. Holton. Fourteenth District-C. B. Harris, reelected. Fifteenth District - Aaron Jones, reelected.

Sixteenth District-James E. McDonaid, Those who have been watching the progress of the board's politics were surprised to find that the only contests of the day were in the First and Seventh districts. would be in the Sixteenth, where the matter had become somewhat personal. When the time came for nominations, however, Mr. Lockhard, who it was understood would Southwestern, was in the city last night nominate some man to oppose Mr. McDonald, simply stated that he was not a candia semi-annual dividend of 3 per cent. on date and did not name anyone to make the race. There was a surprise sprung In the First district when Robert Mitchell stated SYMBOLS that he would not be a candidate for rethe Pittsburg locomotive works, making six | election and strongly criticised the methods Mr. Hargrave had used in furthering his candidacy. He then nominated S. V. Strain, of Princeton, and later J. C. Haines, of Spencer county, was put in nomination. The vote resulted in no election on the first ballot, but on the second Hargrave received 34, one more than a majority.

brake, superintendent of the Louisville of friendly rivalry, in which each man division of the Pennsylvania lines, left last made a hard fight, but without causing any made a hard fight, but without causing an ill feeling. The candidates were W. B. Holton, the old member, Hiram Howland and Horace Wood. The first ballot did not give anyone a majority. The second ballot resulted as follows: Howland, 31; Holton, 17; After the adjournment of the delegate meeting and the final work of the old board, the new board met and organized by elect- Mr. Ostrom began a series of seven serdent. The other officers elected were: Vice president, James E. McDonald; secretary, Charles F. Kennedy; treasurer, E. J. Robinson; executive committee, Aaron Jones, Charles Downing and V. K. Officer. There

When the Seventh district was reached

it was found that there were three candi-

was only one contest in these elections. When the vote was taken, without nominations, for the last member of the executive committee, it was found that there was no election, there being three men voted for and none having a majority. The second vote resulted in the same manner. Then the voting narrowed down to M. S. pool, of Muncie, and V. K. Officer, of Madi-Six ballots were taken without breaking the tie, each of the candidates voting for the other man. When the ninth ballot was taken it was found that Officer had received nine votes and Claypool seven.

The election of a superintendent was deferred on account of the pending negotiations with the Indianapolis Driving Club. It was suggested that in case a contract such as is asked by the club should be made, it would necessarily increase the duties of the superintendent, as on him would fall most of the work of representing the board at the proposed running meetings, to see that the rules and conditions of the contract are not violated. This increase of duties would make a different contract from the one in use at present necessary, and it was decided to simply defer the election until something definite concerning the driving club contract is settled. The board then went into secret sesdriving club, but as the matter is still open for negotiations the members would not tell what was done. It is known that the proposition, as made by the club, will not be accepted without considerable modification. the principal change demanded being that the board be given certain powers and rights in supervising the races, so as to prevent transforming the fair grounds into a new Roby. M. S. Claypool, of Muncle, was elected to fill the vacancy on the State

Live Stock Sanitary Commission Three addresses by representatives of Pur-due University occupied the entire morning meeting of the State board. The first was by President Smart. His subject was "Purdue University." The paper was devotlines to be common for use on their own ed entirely to the discussion of education, systems of roads or to furnish connections and especially to the class of work done at Purdue. President Smart spoke of the needs of the present time in education. He said that what was considered a good education in the time of many of his hearers would not now be suitable for a young man who expected to battle with the world. In regard to the criticism that Purdue had too much of the "commercial smell" he said that it would be impossible to conduct a college that would educate the young men to conduct the affairs of a business life between nations.

without the education savoring somewhat of the commercial. The other papers were by Professors W. C. Latta and C. S. Plumb. They referred to the work of the experiment station and farmers' institutes and agricultural fairs. Both were short, but on account of the great tendency to lay aside all other business for the politics of the meeting, they

suggestion that the board offer the use of | under six inches of iron, and if there is the fair grounds, free of charge, to the fire enough it will come to the surface; State for the proposed centennial exhibition | you cannot keep it down. Put fire in the in 1900. The report was adopted without a | earth and leave it so it will have a draft negative vote.

KEEPERS OF THE HONEY INSECTS. Men Who Raise Bees Hold Their Anand Salt Lake and Missouri river points nual Meeting.

The sixteenth annual convention of the Indiana Beekeepers' Association was called to order in Room 91 at the Statehouse yesterday, Vice President J. M. Hicks, of this city, presiding in the absence of the president, W. S. Pouder. A small number of farmers and others interested in beekeeping were in attendance. After disposing of routine business Dr. Hicks read a paper on "Queen Breeding for Purity." In part, he said: "Like begets like, and this rule is truly applicable to the art of raising queens, drones and workers in their purity." The paper went on to show no question was of more importance than that of raising pureblooded queens. "First procure that which is pure and then keep them so by a careful, judicious management. This can be done at a small expense in procuring at least two fine, prolific queens and introducing each of them in separate stocks." Dr. Hicks thought especial care should be taken to see that new queens are well received by the hive. The best time for making the change of queens, he thought, was in the fall or winter, before production of stock for the next season began.

Richard S. Russell gave his experiences on the question of artificial feeding. He had observed that early in the spring, after the hives had exhausted their supply of comb honey, it was necessary to resort to artificial feeding. Otherwise the bees would become weakened and unfit for work during the breeding season. He was opposed to feeding syrups and found the best result from a food made of flour, water and granulated sugar. Considerable interest was manifested in the subject of feeding extracted honey to the bees for the purpose of having it reconverted into comb honey. One of the delegates said he had made some special experiments along this line. He found that forty-three pounds of extracted honey had been consumed by the bees and reproduced in the form of comb honey, the yield being thirty pounds. While he was unable to sell his extracted honey at 121/2 cents, the comb honey brought 20 cents, showing a slight gain in profit. He admitted that, taking the time and care into consideraton, it was not a profitable venture. The prevailing impression seemed to be that eeding extracted honey to the bees for reproduction into comb was not a profitable

A delegate called attention to the fact that other States have recognized the importance of bee culture by appropriating small annual sums to the development of the industry. Reference was made to Illi-nois, where \$500 is annually devoted to this purpose. Dr. Hicks arose to explain. He said in Illinois the beekeepers had been so fortunate as to secure the election of one of their number to the Legislature, who devoted considerable time to securing an ap-

propriation. At the last annual meeting of the beekeepers of this State, he said, a mittee of three had been appointed to ask assistance from the Legislature, but they had been met by hollow promises that came to naught. Edward S. Pope, the aged secretary of the association, interrupted the Doctor to remark that neither party had ever done anything for the benefit of the farmers. Mr. Pope has been a resident of this city for sixty-three years and is quite venerable in appearance, his beard and hair being perfectly white. But, notwithstanding his great age, he has still some vigorous opinions on the subject of beekeeping and is quite an enthusiast. He is a witty old man and his remarks were received with laughter and applause.

F. M. Shell, of Fountain county, admitted he was an amateur, but said he had devoted considerable attention to bee culture, although he had been more of a dabbier than seeking to make a profitable business of bee-raising. He gave an interesting account of the days he spent each summer hunting wild bees, in company with an old man of his county. Richard S. Russell described the methods employed by him in producing artificial swarming. Mr. Russell is one of the most practical beekeepers in the State, and has an apiary of 150 hives. The proceedings of the afternoon concluded with a paper read by Mr. Russell.

SHORT-HORN BREEDERS.

Advocate an Annual Fat Stock Show,

to Be Held in This City. Yesterday the concluding sessions of the Indiana Shorthorn Breeders' Association were held. Several papers dealing with the care, feeding and marketing of beef cattle were read and discussed. The establishment of a permanent fat stock show in this city was discussed and the association will do all it can to reach this end. A committee was appointed to confer with the State Board of Agriculture relative to having a fat stock show held at the State fair grounds independent of the regular State fair. It seems the State board looks with favor upon the proposition and it is probable arrangements will be perfected for holding a show of this character next November or December. The election of officers resulted in the re-election of the present incumbents.

SIXTH SERMON BY REV. MR. OSTROM ON "THE HOLY SPIRIT."

Symbols Used in the Bible as Objects Are Now Used in Public Schools to Teach More Impressively.

Yesterday afternoon there was a large crowd at the revival services at Roberts Park Church. These meetings began on Dec. 27 and will close next Sunday. Mr. Ostrom, the evangelist, and Mr. Crowell, the singer, will be in the city until Jan. 13. mons on "The Holy Spirit" last Thursday. Yesterday he preached the sixth of the series on "Symbols of the Holy Spirit." The first symbol he spoke of was the symbol of the wind, and said: "It is very hard to take great truth and mold it in human language. Perhaps a large share of the differences which exist among people in their beliefs is due to narrowness of language. The truth may be in your mind and in your heart, but when you come to tell it, what a poor, lame instrument your tongue is. This difficulty to express great truth in human language has given rise to a variety of methods of expression, and one of these, very choice in the heart of God, is expressing truth to man in the use of symbols or figures or characters, a picture lesson to help the soul out in the hard problem. Nowadays the public schools are adopting what they call teaching by objects. Children are taught to count by using balls, and sticks, and appies and they call this teaching by objects. This is said to be the modern way of teaching. and for centuries people did not think of teaching in this way, but it is God's own way. The great first Teacher has always made this His way, and when He came in Jesus He was wont to teach in parables. I think it is time for the church to wake up to believe in the Holy Spirit and believe and assert herself and cleanse away the dark, mysterious undertakings of vice, and to produce for us a daylight pureness and a realization of the divine, so that if there do develop any forces which may be properly called and generally expressed as hypnotism or spiritism, then people who will be the surest to understand anything that may develop will be the people whose hearts are clean and who believe in the Holy Ghost. A great deal has been said in these latter days about theosophy, and we have had a Madame Blavatsky and a Mrs. Besant, and strange pictures of letters falling down out of trees in Hindostan and of teacups being dug up out of the ground and called miracles "The symbol of the wind is the symbol used especially in speaking of the Holy Spirit to Nicodemus. Eziekiel used this symbol when he prayed that there might come a wind upon the dry bones, and on Pentecostal day there came a sound as of a rushing of a mighty wind. The Holy

Spirit is represented to us by this symbol. and I suppose just as the wind has the power to clean out the foul atmosphere. the Holy Spirit has the great potency to purge out the foul atmosphere of the saloon, the brothel, governmental trickery, and the harsh spirit of criticism between man and man, and the line fence quarrels "The next symbol is that of fire, the

ourning fire. In Pentecost He appeared under the symbol of the tongue of fire. Fire. too, purges away violence. It is said the great London plague was eradicated by the London fire. The fire came and burned out the disease germs and cleared out the surrounding ruins and left a healthful condition. The Holy Ghost and fire! What and cover it with several feet of earth and it will come to the surface. Let the Holy Spirit be welcomed in a man's life and he will tell it, he will rejoice to let it be known in his efforts to do other people good. The holy fire within us is bound to burn out to the surface. May it come upon us, may it come within us mightily and truly. Moses's face, it is said, did shine. The fire of God within him shone out on the surface. He wist not that it lid shine. If he did I am afraid he would have been conceited. The fire, he knew, was within him and God knew that the shine

was upon him. "The next is the symbol sealing. What does it mean? Just as the old Romans would make a government document, they put the wax upon it and put the seal in the hot wax. It was called a sealed signature, so the Holy Spirit, God's greatest, fullest, brightest representation of himself, is to seal us, put the stamp of God upon us. Notice, before they could seal the document the wax had to be hot. Otherwise when they put the seal in it it would crumble. It must be hot wax. 'Why am I not sealed,' says some one? The wax has never been hot; the soul has never been plastic enough. When the old Romans put the seal down the picture that was on the seal was left on the wax. When the Holy Spirit seals us the picture of the Christ is upon us, and we live the Christ life beyond the self life.

think it not a rash thing to say that I am ever going to call Christ all in all in heaven, if I am ever going to be awakened in His likeness to be all His nd always His, I ought to begin to get Him very soon by the power of the Holy Ghost. May He find our hearts so passive that He can stamp the Christ image upon our characters and we shall be sealed. and by, the figure, the symbol, shall not be needed, for we shall be no longer little children in the first grades of the school, but we shall graduate, and as John says. 'We shall not be ashamed in His presence. O my soul, can it be? 'We shall not be ashamed of His presence.'

A Very Desirable Calendar. Calendars of all kinds and sizes herald

the coming year. Many are to be had for the asking-many without asking-but to them as to other things the rule might be applied that what costs nothing is worth about what it costs. The calendar we always welcome has just reached us. We re-fer to the one published by N. W. Ayer & Son, newspaper advertising agents, Philadelphia. This issue seems if possible even better than its predecessors. Handsome nough for the library, and yet carefully adapted for every-day use, it is naturally a great favorite. The firm's well-known motto, "Keeping everlastingly at it brings success," appears this year in a new and very attractive form. The daily presence of this inspiring motto is worth far more than the price of any calendar. The date figures are so large and clear that they can easily be seen across the room. The reading matter on the flaps will also possess interest to the progressive. Those who have used this calendar in other years will not be surprised to learn that the demand for it is constantily increasing. Once intro-duced it becomes a welcome friend. Its price (25 cents), includes a delivery, in perfect condition, postage paid, to any address.





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